

**International Harmonised Research Activities
Vehicle Compatibility Working Group**

Note on the 1st meeting, held at TRL on 5 June 1997

present:	K Rodgers	Chairman	not present:	R Higgins	Australia
	A Hobbs	Secretary		K Oki	Japan
	E Welbourne	Canada		T Yamanoi	Japan
	E Faerber	EEVC		J Wicher	Poland
	J Bloch	EEVC			
	T Hollowell	USA			
	G Neat	USA - observing			
	R Lowne	EEVC - present part time			

Mr Lowne reported on the IHRA Steering Committee and the Public Meeting held in Washington in May 1997. IHRA activities will be coordinated by a Steering Committee with six Working Groups carrying out the individual tasks. The subjects covered by the working groups are:

- Pedestrian Safety
- Biomechanics
- Advanced Offset Frontal Crash Protection
- Vehicle Compatibility
- Intelligent Transport Systems
- Functional Equivalence

It is expected that each working group will report at the ESV conferences in 1998 and 2001. At the first ESV conference, the reporting may be restricted by the amount of work carried out. By the second ESV conference, it is expected that each group will be in a position to make a positive statement about where their work has reached.

There is currently no formal involvement of industry but it has been agreed that industry advisors can be seconded, up to a maximum of two per group. The next meeting of the IHRA Steering Committee will be in Geneva on 6-7 November 1997. A copy of the presentation Mr Lowne made in Washington is appended to this note.

The question of involving consumer groups and insurance institutes, who might be able to supply information, was raised. If they have a useful input to give, their involvement will be considered.

USA

Mr Hollowell described the work programme which NHTSA has embarked on in the US. This was summarised in a document which he distributed and was presented in a paper to the ESV conference in 1996 (96-S4-O-01). Copies of these papers are appended to this note.

EEVC

Mr Faerber reported on the EEVC work which is being supported by the European Commission. He had presented the work programme at the Conference on Road Infrastructure and Safety Research in Europe and a copy of his paper is appended to this note.

Canada

Mr Welbourne has budgeted to carry out about 10 impact tests to support the compatibility programme but it is not yet decided what the test work will cover. They may look at the proposed

changes to the deformable barrier proposed by ACEA.

UK

Mr Hobbs explained that the UK had a DOT funded research project which was additional to the EC funded work carried out within EEVC. This work includes test and FE modelling work to identify which factors influence the compatibility of cars in frontal and side impacts.

Following discussion, it was agreed that the definition of groups aims needed to be broadened to include light trucks and vans (LTV) which are becoming popular in the US.

Mr Rodgers also agreed that it would necessary for the EEVC Steering Committee to write new terms of reference for the EEVC WG15, so that it could be related to the activities of the IHRA group. He also distributed a list of definitions for consideration at the next meeting. Copies of this are appended to this note. Members are asked to circulate any changes they would like to see to the definitions, in advance of the next meeting.

Co-ordination of Work plans

Mr Rodgers reminded all members that the aim of this group is to define a test procedure for compatibility, and that by the 17th ESV we would be looking for a positive statement on achievements. It was clear that the current work programmes were starting from basics and working up to solutions. However if a harmonised test procedure was to result then we should also now be considering a top down approach to identify areas where harmonisation would be possible. It would be important that the pros and cons of various approaches were examined early to enable the working group to steer research into those areas which were likely to gain overall approval.

Frequency of Meetings and Date of Next Meeting

It was agreed that the next meeting will be on 1 October 1997*, following the EEVC WG15 meeting, and will be held in Madrid. Initially meetings will be held about every four months.

* The secretary is led to believe that this date will have to be changed. No new date is yet available.

C A Hobbs
26 June 1997